

RAIL SHOP WORKERS - BARRED BY A. F. OF L.

Must First Transfer Certain
Members to Building Trades
Unions.

200,000 MEN AFFECTED

Brotherhood Suspended for
Disregard of Jurisdictional
Rights.

CINCINNATI, May 7.—The United Brotherhood of Maintenance of Ways Employees and Railway Shop Laborers, with its membership of about 200,000, cannot be reinstated in the American Federation of Labor until it has turned over to the building trades unions its members now engaged in station construction work.

This decision was made here today by the executive council of the building trades department of the federation, which received a request from the maintenance of ways employees for reinstatement. The union declared its willingness to agree to transfer to the respective unions in the building trades "those members now within our organization who properly come under the jurisdiction of other international unions."

The Railroad Shop Laborers' Union was suspended from the federation in December, 1919, because of its alleged disregard for the jurisdictional rights of the building trades organizations. J. E. Malloy, grand vice-president of the Maintenance of Ways Union, who received the verdict of the Building Trades Council, said he immediately would take the matter up with the other

grand officers of the organization. He pointed out that it would take from eight to twelve months to make the transfer if it was decided to obey the request of the council and that between 35,000 and 20,000 members would be lost by his organization.

Officials of the union declared the matter would be fought out on the floor of the convention at Denver in June and the ultimatum of the council disregarded for the present.

The executive council of the Federation, which also is in session here, decided to appoint a committee to investigate the jurisdictional dispute between the International Alliance of Stage Employees and the Building Trades Union. The Building Trades Council protested to the Federation Council that the alliance has not given up jurisdiction over construction work in the motion picture studios on the Pacific coast and demanded the suspension of the stage employees unless they discontinue further encroachments. The Alliance denied the charges and said it had turned over the jurisdiction of this work to the building trades.

A committee composed of representatives of the executive council, the stage employees and building trades will visit Los Angeles and make a report to the Council at Denver.

Establishment of local wage conference or adjustment boards throughout the country to prevent unnecessary strikes and lockouts in the building industry was urged by the executive council of the building trades department.

Under the proposed plan announced by John Donlin, president of the Building Trades Department, arbitration of wage disputes is provided and sympathetic strikes in behalf of unions making "unjustified demands" are prevented. It has already been successfully tried out in several cities, including Cincinnati, he said.

HELD FOR ELEVATOR DEATHS.

Harold Jackson, 26, negro operator of the freight elevator in the building in 648 Broadway which dropped five stories Friday, killing two men, was held yesterday in Essex Market court on a charge of homicide for further examination May 12. His bail was fixed by Magistrate Thomas J. Nolan at \$1,000.

ROADS FEAR STATE SOCIALISTIC TREND

Counsel Tells Labor Board the
Idea of a Living Wage Is
Only Untried Theory.

CHICAGO, May 7.—To adopt the theory of the living wage as a basis for determining railroad wages would be "to accept an untried theory of State Socialism or to maintenance creation of a super-privileged class," according to John G. Walber, summing up the testimony of the carriers in the wage reduction case before the Railroad Labor Board today.

Mr. Walber, who represented the Eastern roads, completed the roads' rebuttal and finished their fight for lower wages in a lengthy argument, in which he attacked the whole theory of the living wage, urged by the employees as the fundamental principle in the wage case.

The living wage, according to the railroad investigations, Mr. Walber said, was not an amount necessary to maintain an employee and his family, but "represents a standard on which certain persons would like to live."

Mr. Walber declared that the railroad roads had "clearly shown" a reduction in the cost of living since the wage award of July, 1920. Regarding charges of improper financing and mismanagement, made by the employees, he said, "nothing could be further from the truth or from the questions now at issue."

He declared that railroad exhibits proved that railroad wages had increased in greater proportion than the cost of living.

"We cannot conceive that this is an opportune time to inaugurate an untried Socialist experiment with one particular group of the nation's workers," Mr. Walber said.

Labor's charges that it was considered a commodity by the railroads; that many economies could be effected

by the roads, and that capital had combined to crush labor were theories which exist only in the minds of a few individuals, Mr. Walber said.

George F. Brownell, speaking for the Erie and other Eastern roads, declared an emergency existed in the railroad industry and asked the board to suspend its wage award of July, 1920, pending a new adjustment of wages.

The employees asked permission to file a written reply to any statement of the carriers which they desired to answer and the hearing was ended. No intimation was given as to a decision, but it was said that the board would require at least a month to digest the evidence.

NEW LABOR BOARD NAMED.

Mercantile Exchange Now Has Industrial Committee.

An industrial relations committee of the New York Mercantile Exchange was appointed yesterday to succeed the Butler, Egg, Cheese and Poultry Dealers' Association and will in the future handle all labor subjects, according to reports.

The following committeemen were appointed by President Maher: J. D. Maher, former chairman; D. T. Boehm, F. D. Shea, C. P. Geston, Max Kurtin, W. O. Saxon, J. J. Herald, W. B. Fitch, H. I. Snyder, Edward Zimmer, Alex. Mohr, J. J. Hodupp, L. C. Barnes, D. W. Whitmore, Jr., and C. H. Koster.

INSANE, FAKES 25 MERCHANTS.

Man's Record Impels Judge to Differ With Barnum.

SPECIAL DESPATCH TO THE NEW YORK HERALD. CHICAGO, May 7.—Barnum was wrong, in the opinion of Judge Haas, who today sent an insane man to Oak Park infirmary for defrauding twenty-five Chicago business men on false schemes. The defendant, Joseph Sohan, aged 29, said he was insane and the court took him at his word.

Looking at the list of men Sohan had swindled, Judge Haas said he differed with Barnum. One a second in Chicago is the record, he said.

TO START DRIVE FOR PARSONS.

Methodist Bishop Hemoons Paucity of Ministerial Candidates.

SPECIAL DESPATCH TO THE NEW YORK HERALD. CHICAGO, May 7.—There has been an alarming decrease of candidates for the ministry, and the churches must begin a vigorous campaign to supply that need," said Bishop Theodore S. Henderson of Detroit at the executive meeting of the life service commission of the Methodist Episcopal Church, in session here.

So vital was the lack of candidates for the ministry that the recent General Conference organized a life service commission, and the Rev. W. J. Davidson of Evanston, Ill., was appointed executive secretary, with Bishop Henderson as president.

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EXPRESS CHIEFS WILL CONFER WITH UNIONS

Hope to Revise Wages and Working Rules.

Managers of the American Railway Express Company have arranged conferences with six unions representing employees to be held in Chicago, beginning May 17, with the hope of agreement on a revision of wages and working rules. After a conference in Cincinnati, resulting in refusal of the company's proposals by the union leaders, the management announced its intention of reducing wages on June 1 and of revising working conditions July 1. It is believed the refusal of the union heads last week was a tactical move to avoid weakening the case of railway workers now pending before the Labor Board.

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Based on 1922 prices, the reduction has proved an irresistible appeal to men who understand values. Particularly when one obtains the identical \$5000 Marmon 34, without the slightest cheapening. All the extra equipment is included.

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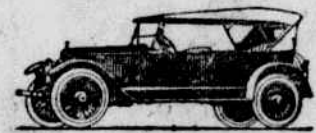
September 1920 Former Jordan Prices	May 1921 Jordan Prices Today
\$2850—5-Pass. Silhouette	\$2250—5-Pass. Silhouette
\$2850—Playboy	\$2250—Playboy
\$3950—Brougham	\$3300—Brougham
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